

## “Snowblower Cart” Makes Storage Easy

Len Pautz, Saukville, Wis., stores his Kubota 3-pt. mounted, 60-in. snowblower in his shed but it's too big to move around without hooking it up to the tractor. So he came up with a rolling cart that fastens to the bottom of the blower.

The cart is made from 1/2-in. thick plywood and rides on eight small wheels. Boards screwed on top of the cart match the bottom of the snowblower frame. It fastens to the snowblower while it's still on the tractor.

“With the snowblower raised off the floor, I stand in front of the snowblower and slide the cart onto a pair of metal lips on the bottom of the snowblower. Then I get back on the tractor, set the cart and snowblower down together, and unhook the 3-pt. After that I can easily roll the snowblower around the shed,” says Pautz.

“At first I tried just setting the snow-

blower down on the cart without the slotted boards,” says Pautz. “But I always had trouble getting everything lined up right. I found that fastening the cart to the snowblower before setting the blower down works much better. The same idea could be adapted to any snowblower.

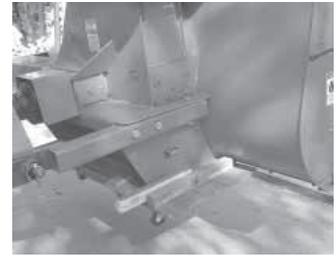
“You want to get the snowblower close to the ground or else you'll have trouble unhooking it from the tractor. The cart I made is heavy enough to handle the weight of the snowblower but not so big that it gets in the way.

“If the snowblower sets on the cart for an extended period of time, the wheels on the cart will flatten on the bottom a little. But once you roll the cart around some the wheels will round out again.”

Contact: FARM SHOW Followup, Len Pautz, 3440 Woodview Lane, Saukville, Wis. 53080 (ph 262 483-4646; pautzjulie@yahoo.com).



Len Pautz came up with this rolling cart that fastens to the bottom of his 60-in. snowblower. Cart is made from 1/2-in. thick plywood and rides on 8 small wheels.



Boards screwed on top of cart match bottom of snowblower frame, allowing cart to fasten to snowblower while it's still on tractor.

## Simple Attachment Stops Auger Wrapping

This attachment, when fitted to a combine feederhouse, tears Wild Buckwheat - and other such weeds - off the header auger before it starts to wrap. The product is called “The Buck Stops Here”, and is manufactured by North Dakota farmer Roger Gutschmidt.

“Wild Buckwheat is especially a problem in flax and edible beans,” he says. “If one strand of wild buckwheat starts wrapping on the auger, it never comes off by itself. But with my product, the spring-loaded teeth tear it off and the plant goes into the combine.

The teeth are set as close to the auger as possible, but are not touching.”

The device is mounted with bolts to Gutschmidt's Deere 9650 combine's feederhouse. This way, he can take the header on and off and not have to remove the attachment each time.

Contact: FARM SHOW Followup, Gutschmidt Manufacturing LLC, Roger Gutschmidt, 6651 Hwy. 56, Gackle, N. Dak. 58442 (ph 701 698-2310; shopdoc@drtel.net).



“The Buck Stops Here” attachment fits onto combine feederhouse, tearing weeds off header auger before they start to wrap.

## He Hard-Surfaced His Pickup

Gene Boehler will never have to even think about replacing his 1976 Ford 350 pickup - unless he simply gets tired of it.

That's because he subjected most of the engine's major components to cryogenic treatment, which is like hard-surfacing metal all the way through. Cryogenic processing involves using liquid nitrogen to lower the temperature of parts to -320 degrees F. It toughens the parts so they'll last four to five times longer.

Boehler is the community welder and fix-it man around Farmersville, Ill. He had the cryogenic processing done by a company called 300 Below in Decatur, Ill. They treated the engine's pistons, crankshaft, and other moving parts - everything except the block.

“I bought the truck used about six years ago for use in my business, and had the engine parts subjected to cryogenic processing about four years ago,” says Boehler. “I knew I would use the truck a lot for all kinds of different jobs, so I wanted it to last as long as

possible. The truck's body was in good condition and the engine ran okay without using any oil.

“I spent about 2 1/2 years to completely customize the truck. I stripped it down and went through it front to back. The truck was originally equipped with a utility bed, which I replaced with a flatbed that I built. The bed and 8-in. sides are made from 1/4-in. thick plate steel. The bed is built to handle both a gooseneck trailer and a 22 1/2-ft. beavertail. There's also a 3-ft. tall boom on the bed that can lift up to 1,500 lbs. via a battery-powered winch.

“Once I had the flatbed in place, I used POR 15 to rustproof the entire truck.”

Boehler says he paid about \$545 for cryogenic processing. Was it worth the money? “It might be too early to tell, but I think it was money well spent,” says Boehler. “It seemed to take a long time for the rings to seat in, which tells me the rings are wearing slower than normal. I put on about 3,000



Boehler hard-surfaced his 1976 Ford F-350 pickup, subjecting the engine's major components to cryogenic treatment. It toughens the parts so they'll last 4 to 5 times longer.

miles before the rings were seated.”

Contact: FARM SHOW Followup, Gene Boehler, 27299 W. Frontage Rd., Farmersville, Ill. 62533 (ph 217 227-3220)

or 300 Below, Inc., 2999 E. Parkway Dr., Decatur, Ill. 62526 (ph 800 550-2796 or 217 423-3070; fax 217 423-3075; www.300below.com).

## 4-in-1 Emergency Off-Road Tool Kit

With this off-road tool kit you can dig, cut or hammer your way out of off-road adventures that turn into minor and major emergencies. It's also a compact kit for farm use.

Mike Furrier, owner of Desert Rat, is a distributor for the kit which is made by the Hi-Lift Jack Company in Bloomfield, Ind. The kit includes tab lock clevis pins to secure the telescoping handle and attach full-size tool heads: pick axe, axe, sledgehammer and shovel. Everything fits in a sturdy gear bag that requires little space in a vehicle.

Many Forest Service, National Park and

BLM controlled areas require these tools when traveling off-road, says Furrier, who specializes in selling items for 4-WD enthusiasts. “You can cut branches out of the way. Drive a stake in the ground to winch against. Shovel to dig out.”

The sturdy implements are made of cast steel and the handle is zinc-coated. The whole kit weighs about 32 lbs.

Desert Rat sells Handle-All for \$140 through their stores and on-line catalog.

Contact: FARM SHOW Followup, Desert Rat Truck Centers, 3705 S. Palo, Verde, Tuc-

Emergency off-road tool kit includes a telescoping handle and four full-size tool heads including a pick axe, axe, sledge hammer, and shovel. Everything fits in a sturdy gear bag.



son, Arizona 85713 (ph 866 448-5337; www.desertrat.com) or Hi-Lift Jack Co., P.O.

Box 228, 46 W. Spring St., Bloomfield, Ind. 47424 (ph 800 233-2051; www.hi-lift.com).